#### SOME JANUARY MAGAZINES.

The most valuable periodical of the month is undoubtedly The North American Review. Its articles are forcible and pertinent to the time; its writers are men who command rather than ask attention. General Beauregard's paper on the Shiloh campaign opens the list; and this is followed by Archdeacon Farrar's discussion of the work of the Church in America. The article which is perhaps most certain to interest Americans is the striking report by Thomas P. Gill, M. P., on the present state of landlordism in this country. He declares that for all practical purposes of bestowing free farms on its growing population the public domain of the United States is now exhausted;—and he supports this state-ment with a startling presentation of odicial figures and of the results of personal observation in the mid-Western States. Mr. Gill points out that " according to the reports of the Land Office, the dimination of the public domain, by all methods, fraudulent and lawful, under the home-stead and pre-emption, the timber culture, the desert and other land acts, is taking place at the rate of 20,000,000 acres a year. And according to the same reports there are just 5,000,000 acres of the public domain still left of a character that makes them available for settlers without capital." The rapidity with which the system of tenant-farming has taken root in this country and the ignorance of Americans concerning

which the system of tenant-faining has taken root in this country and the ignorance of Americaus concerning it are alike extraordinary.

At the Census of 1880 there we, e found to be 1,021,601 farms rented by tenants in the Unite 18tates. That figure alone cutities America to take rank as possessing the largest tenant-farming class now farmished by any nation—a strange singularity for a natior, one of whose proudest boasts is that the old fendal institution of land-lordism has obtained no foothold on her free soil? But to bring it nearer to the actual trath, that figure must be made bigger still. In the five years since the census was taken it is a modest and well-considered calculation that the number of tenant-holdings has increased 25 per cent. This would raise the number of tenant-holdings at present to the United States to a million and a quarter. In Great Britain and freland, the countries that have clong most tenaciously to the aristocratic system, the number of tenant-holdings, according to statistics obtained during the late Parilament, is as follows: in Ireland, 547,222; in England and Wales, 414,804; in Sectiand, 547,222; in England and Wales, 414,804; in Sectiand, 547,222; in England and Wales, 414,804; in Sectiand, 547,222; in England and wales, and the present day, possesses a quarter of a million more tenant-farmers paying rent to landlords than the Three Kingdoms and the Principality regether. It contains more than three times as many as England and Wales, and more than twice as many as landlord-ridden Ireland. In the State of Illinois alone, which is notifier an lold Eastern nor a Southern State, there are, with a less population, nearly 20,000 more tenant-farmers than there are in the ascient fendal kingdom of Scotland. By the time the next census is taken, the probability is the number of tenant-farmers in the United States, increasing in pace with the population, will be up to a million and a malf. And from that onward, for reasons which will appear, the ratio of increase in tenancies will b

ing in pace with the population, will be up to a million and a milf. And from that onward, for reasons which will appear, the ratio of increase in tenancies will be greater than ever.

Going a little farther into the figures of the census, we find that the total number of persons engaged in agriculture in the United States five years ago was 7.670.493. Of this number, 2.984,306 are registered as nominal owners of their holdings, the remainder being tenants paying rent to landlords and agricultural laborers. Thus, at the first flash, the census shows the popular notion that the agricultural classes of the United States own, the soil they fill to be incorrect.

But the figure given in the American Census Report is too comprehensive. To got at the number of genuine rural proprietors, or working farmers who own the lands they till, in the United States, the estimate of the census must be considerably reduced. The 2.984,306 farms given as owned by their culivators include farms of all sizes, from three acers up to a thousand acres, "and over." Can the owner of a farm of "1,000 acres and over." Or, for that matter, of "500 acres and under 1,000 acres," be called a working cultivator, or (to use a word of undemocratic extraction, but which expresses more ner by than any other the general idea in the minds of Americans as to the class of men by whom they suppose the agricultural regions of their country are being compledican such a man be called a peasant proprietor? A thousand-acre holding is a considerable ranch, and its owner must be a capitalist of some kind, a stockraiser, or a "bonanza" farmer. If a "bonanza" farmer, and a failure, he has probably by this time broken up his ranch into tenantiarms of eighty acres and tecome a landlord. Nor does the census say at how much "over" a thousand acros it places the limit of size in its calculation, nor whether it necludes as stock farms of "1,000 acros and over" the great ranges of the cattle barons. The likelihood is it necludes as a stock farms of "1,000 acros and over

We recommend to all thoughtful Americans the results of Mr. Gill's study of our land tenures—it is impossible to quote here all the amazing statements he makes.

Among the other notable papers of The Review are Mr. Astor's cool and reasonable examination and refutation of many of the time-honored charges against Lucretia Borgia, and Mr. Andrew Carnegie's article on Democracy in England."

The New Princeton Review (A. C. Armstrong & Son) is to different from the old one that it is not quite clear why the proprietors should have retained a title likely to mislead people as to the character of the present publication. This is not a revival but a fresh venture. The periodical is emphatically not theological. Its field comprises general literature, criticism, philosophy, politics, economics, the physical sciences, and all the topics usually treated by secular reviews, and in its general plan it is modelled upon The Comtemporary Review, The Fortnightly, and The Nineteenth Century. No journal has attempted to occupy tions have so well worked in England, and it seems to us that The New Princeton steps into a tempting va-cancy. Appearing once in two months, it will avoid in in America the peci a measure the tardiness which has driven the old quarterlies out of fashion, while it will have ample chance for that deliberate editing which is essential to the establishment of a serious review. The first number offers a well-chosen table of contents, sufficiently grave but without heaviness. Mr. Charles Dudiey Warner leads with an animated and appreciative study of "Society in the New South," not discussing the race problem, but contrasting the new manners
and views of life with the old. Dr. McCosh, starting
with the assumption that it is time for us to have a metaphysical school of our own, inquires." What an American Philosophy should be ?' The Rev. C. H. Parkhurst considers "The Christian Conception of Property." Pro-fessor Young's lucid exposition of "Lunar Problems now under Debate" is one of the most interesting arti-cles in the number. Mr. John Bach McMaster, under the title of "A Free Press in the Middle Colonics," reviews the career of William Bradford, the noted Philadelphia publisher. An anonymous article on "The Political Situation" lacks incisiveness and strongth. The anonymous story of " Mousieur Motte " on the other nd is fresh, vigorous and well written. A department of criticisms and notes presents a summary of recent important public movements, speculations, and dis-

The pleasantest pages of The Atlantic are those in which Dr. Holmes good-naturedly but earnestly protests against the slavery to which autograph-hunters, budding poets with long MSS., and all manner of wouldndents seek to reduce a tired and hard-worked author. There is a wondrous depth of callous impudence in the formula which the Doctor quotes as making its appearance of late:

appearance of late:
"DEAR SIM-As at your advanced period of life you will not, of course, write autographs much longer, I hasten to beg your lumediate attention to my request."
When my konored aucostor, Governor Thomas Dudley, was getting well on in years, some lugenlous person sent him-so Cotton Mather tells us—the following anagram

Ah. old must dye.

This was an entirely annecessary piece of information to the old gentleman, who was fully aware of the incapacities, infirmities and limited prospects of his over-ripe period of life without being reminded of the facts, as was snown by the poetry found in his pocket after his death. I do not know whether or not he winced under his anagram, which was probably meant to annoy him. For myself, I have answered the writers of these monitory letters like any others. I have a compassionate and kindly interest in semi-barbarians, but it is not my special business to teach them the decencies of civilized life.

Miss Murfree's new serial fills the opening pages of The Attantic and shows that she holds her own as a novelist but that she has made no advance. Mr. Aldrich's short story is clever but disappointing in a certain hardness and crudity of feeling. His heroine is neither a lady nor s woman of heart. Putting aside these drawbacks she is sufficiently piquant. David Dodge contributes an exceedingly interesting article on the free negroes of North Carolina. The best poem of the number is Julie K. Wetherill's "Barter."

The January Century is, as a whole, an attractive and creditable number, though there is no article of extraor dinary interest. General Popo's paper on the second battle of Bull Run is entertaining; Mr. Stockton's story is neat but a little too vague; and Mr. Linton's article on "Some European Republicans" has many touching details of the sad lives of well-known patriot exiles. Of Stanislas Worcell, the Pole, Mr. Linton says:

details of the sad lives of well-known patriot exics. Of Stanislas Worcell, the Pole, Mr. Linton says:
Brought up in luxury, highly educated, accomplished (not excepting Mazzini. I have never not a man who, so far as I could judge, was possessed of wider or profounder knowledge); his tastes literary and artistic; gentie, courtly, almost fastidious, yet dignified; a patrielan in all but the patrictian's haughty exclusiveness, this man gave up all, and he "had great possessions," to follow the shadow of patriotism; left all,—wife, child, fortune, case, the student's caim, the pleasant ways of peace, for which none was over better qualified, forsaking all personal joys and interests at the stern command of duty. And never in his extremest destitution, never under any agony of suffering, was word of complaint or of regret wring from that nost saintly and most devoted heart. Never accent of lament for himself profuned the lips of that most secene of martyrs, though he knew the depths of poverty; poverty of the affections,—two photographs, one of his child brought up as a Russian. This all, instead of home; material poverty, for of the little that came not regularly there were always sharers. So peor was be, yet uncomplaining, with the pride of a gentleman, the one sole vestige of his early days, that a friend who wanted to be of help had to take a longing in the seme house with him, in order that, under pretence of consulting him on certain matters, he might do little exceptions not possible otherwise; yet, poor as that, when

almost in his last days, remittances from abre—failing, he had to ask a loan, and the lender map of a condition that the money should be strictly anylong the head of the money should be strictly anylong the head of the separation of the separatio accurate and approximately exhaustive, giving details

one of the excellent series on American industries. It is accurate and approximately exhaustive, giving details of the petrol-um industry in Russia as well as in America. Mary T. Magill's sketch, "Sis," is fall of character and "sweet attractive grace." Mr. Abbey's illustrations to Goalsmith's comeay are this month transladly good. In this paragraph from Mr. Howet's Study" there is matter for popular discussion:

If we take one of the best of these new fictions of Mrs. like Miss Murfree's "Prophet of the Great Smoky Monniam," we shall hardly find it inferior in method or manner to the best of the new flettons anywhere; it is in fact a charating effect of hierary skill working simply and naturally, and marred only here and there by the traditions of the bad school we were all brought up the traditions of the bad school we were all brought up to the traditions, triamplant moment with her lovers, breaks counds and fells us that the "wild winds whirled sround the great Smoky Mountain, and the world was given over to the clouds and hight, and the rain and the draps sphashed with a dreary sound down from the enves of the house," we know whom she learned that poor business of —who the great master was, that, having done a fine thing, abandoned himself to hysterical emotionality over it, or what people call "sympathy with his characters," and presently wandlered off into a waste of hellow and sounding verbage. We have some fear, also, that Dickens, with his Veter Hugoish marty of a Sidney Carton, was not wholly absent when the last end of Miss Murfree's "Prophet" was imagined, though probably conugh he was not present to the author's consciousness. It is not in such romantic wise that men really die for men; the real sacrifices, indeed, nave been offered for races, not for persons; it is not after this manner that even a saint gives his life to save this manner that even a saint gives his life to save this each of the content in the case meant to kill, was meanedly voluntary, it was not interesting, for no act of lunac

Lippincott's Magazine presents itself in a new cover suggestive of good chings inside and the list of articles in a measure bears out its promise. Gail Hamilton administers a sharp lecture to a certain kind of political reformer; the editor reprints George Ellot's early and not especially brilliant criticisms on her contemporaries; Miss Tincker has a mystical little story; and ge instalments of two new serials are given. Of these novels the English one, by W. E. Norris, opens in the most readable fashion. Some of the brightest and freshest matter of the number is contained in the department entitled "Our Monthly Gassip."

The best article in The Overland Monthly is Mr. Shewin's "Observations on the Chinese Laborar". He

Shewin's "Observations on the Chinese Laborer." His experience with this troublesome person covers a residence of twenty years in a farming region on the Pac'fle coast where he has had unusual opportunities of com-paring laborers of different nationalities. His conclusion is that for trustworthiness, thoroughness, cleanliness and lovable behavior, the Chinaman surpasses his "civilized" companions. "In the first place," says the Californian, "I have learned that there are Chinamen

and Chinamen":

As well judge the Maine farmer lad by the New-York city Arab, as the well bred, honest, steady young fellow from the rice-farms up the river from Canton, by the Hong Kong street coole or dock rat. Most people are quite without discrimination in selecting a Chinese workman, and seem to think it is pure lack whether they retained the strength of the property of the selection of the second trustworthy, or a hard-looking old opiam smoker. It is perfectly possible to select with some certainty: but the only way I know to do it is to be acquainted with some sensible, trustworthy Chinaman, and explain to him what you want; and if it is mis opinion that you will be a fair and agreeable employer, whom he can feel justified in recommending to his friends, you will as soon as he can flud the right man, be very satisfactorily supplied.

justified in recommending to his friends, you will, as soon as he can fluid the right man, be very satisfactorily supplied.

They are, in fact—I speak from my own acquaintance among them; others may have a different experience—gentlemen. They show instinctively a simple refinement and careful breeding. In my own home we have in more than a dozen years had only two cooks, handsome young fellows from the same village; and in all these years, spent under the same village; and in all these years, spent under the same village; and in all these years, spent under the same village; and in all these years, spent under the same village; and in all these years, spent under the same village; and in all these years, spent under the same toof, in the isolation of a concary house, I may say that I have had pretty fair opportunity to know these boys. And I have found them both essentially gentlemen. I have never seen a Ecropean foreigner of their humble class who approached them in refinement, simple dignity and unfailing sees, of propriety. I do not know how many of our own boys could go to a foreign land and carry off such a position so well. In a somewhat cruder way, the farmhands that I have seen much of show the same native refinement and propriety, though they are often bashed and awkward. And I do not doubt that they all have been, in fact, carefully bred in their simple homes by painstaking parents, when they become certain that you intend no ridecule, and will listen with eatire respect, they will tell you a intite about their homes, and from their fragmentary accounts it is easy to get an idea of the plain, honest and remperate peasantry from which they come; and it is an idea that must give one a sincere respect for them.

The Magazine of American History is always entertaining;—this month it is unusually good. Its frontispice is a portrait of General Logan, and this is accompanied by a paper from the General's pen on "Slavery in America." The leading article is a pleasant and quantity illustrated one on Paul Rever

romance it so sadly lacks.

The illustrations of Outing are very bad, but the letter-press is even more enjoyable than usual in its humorous and breezy tone. It goes without saying that Mr. Stevens's account of his bicycle journey through Bulgaria, Rumelia and into Turkey is the best thing in the number. His style constantly improves in grace and

picturesqueness. Alfred Ainger's paper on "Charles Lamb in Hertford shire" is the gem of the January number of The English Hilustrated Magazine. A short story by Wilkie Collins. which occupies the place of honor, is commonplace, ex-travagant and unreal. Mr. David Christie Mur-ray's serial has reached a point which suggests what an admirable little play it would make. An excellent portrait of Sir Henry Thompson serves as frontis-

Professor Ladd continues in The Andover Review the discussion on the New Education, begun by Professor Palmer. His article is in effect a measurement of Yale's system and strength against Harvard's—a process nu-dertaken with the dangerous aid of statistics. Professor Ladd of course does not believe in optional studies in the earlier years of college life; but his arguments against them are not convincing. As to the new methods in use at Harvard, he is afraid that they will increase the tendency to "selfindulgence and shallowness, which is already great enough in American student life"; and he also fears the effect of the new system upon the character of youth, upon the higher education, and upon the fitting schools of the country, which will be called upon for a bewildering variety of courses. His effort throughout his paper is to show that "in every respect except the one of seeuring \$175,000 instead of \$250,000 a year, and of making a smaller percentage of annual gain in numbers, the results of the system still in or numbers, the tracks of the second of superior to those at Harvard." This is a statement calculated to amuse the outsider, as there seems to be much virtue in that " except." In the current number of The New-Englander Mr. H. C. Kingsley gives a more rose-colored view of Yale and her progress than either anumni or undergraduates entertain. The New-Englander's lead-ing article is Leonard Woolsey Bacon's bitter attack upon William Lloyd Garrison-an attack which would be more comfortable reading if its subject were alive.

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Sailing Weekly from New-York for
GLASGOW VIA LOND-NDERRY.
ETHIOPIA, Jan. 16, 25 m. (UTREASHA, Feb. 13, noon.
DEVONIA, Jan. 30, 2 p. m. (ETHIOPIA, Fob. 27, 1 p. m.
Cabin passage 580 to 580. Second class \$30.
HECTAGE OUTWARD \$20, preoad \$15.
HENDERSON BROTH ERS, General Agents,
7 Bowling Green, New-York.

CUNARD LINE

NOTICE—"LANE ROUTE"
FROM NEW-YORK TO L. VERPOUL, VIA QUEENS TOWN.

PROM PIER NO. 40, NORTH RIVER
GALLIA Saturday, Jan. 9, 7:30 a. m.
AURANIA Saturday, Jan. 16, 2 p. m.
OREGON Saturday, Jan. 23, 7:30 a. m.
SERVIA Saturday, Jan. 23, 7:30 a. m.
SERVIA Saturday, Jan. 20, 2 p. m.
Caoin passago, \$40, \$50 and \$100. Intermediate, \$15.
Steerage tickets to and from all parts of Europe at very low rates. Freight and passage of the No. 4 Bowling Green.
VEHNON H. BROWN & Co., Agouts.

INMAN LINE
FOR QUEENSTOWN AND LIVERPOOL
CITY OF CHESTER. Saturday, Jan. 9, 4 p. m.
CITY OF CHESTER. Saturday, Jan. 16, 2 p. m.
CITY OF CHESTER. Saturday, Jan. 18, 4 p. m.
CITY OF RICHMOND. Saturday, Jan. 23, 4 p. m.
From Inman Pier, foot of Grand-st., Lecary City, CABIN
PASSAGE, \$10, 8-90 and \$109. Informediate, \$35. STERR
AGE from New York, \$-20. Prepaid tickets, \$15.
PETER WRIGHT & SONS, Gen'l Agents,
No. 1 Broadway, N. Y.

RED "D" LINE OF STEAMSHIPS.

POR LAGUAYRA, PUERTO CARELLO, CURACOA AND MARACAIRO.

From Pier 35 East River.

PHILADELPHIA. Friday, Jan. 8.

CARACAS. Saturday, Jan. 16.

VALENCIA. Thursday, Jan. 28.

There AMERICAN STEAMERS, specially built for the trade, have very superior accommodations for passengers.

All letters that may be sent us up to noon on the days the steamers sail will be duly forwarded, providing they are included in stempoel on velopes of denomination sufficient to cover the United States nostage of 5 cents per half-ounce.

For freight or passage apply to BOULTON, BLICS & DALLETT, General Managers,

RED STAR LINE.
Smiling from New York and Aniwerp ev. r; Saturday.
SWITZEGLLAND Sew York and Aniwerp ev. r; Saturday.
SEWITZEGLLAND Saturday, an. 0, 8 a. m.
PENNLAND Science of State o

PATER WRIGHT & SONS, Gent Ag 48, 50 Blockson

PACIFIC MAIL STEAMSHIP COMPANY'S

LINES FOR CALIFORNIA, JAPAN, CHINA, CENTRAL AND SOUTH AMERICA AND MEXICO.

For the Islamus of Panama,

COLON Sails Menday, Jamery 11, norm.

Connecting for Central and South America and Mexico.

From San Francisco, 1st and Branama sta.

For China and Japan.

CITY OF BIO DEJANEL! O Sails Tuesday, Jan 19, 2 p. m.

For freight, passage and general information apply at Company's office on the pier, fool Canalist, N. R.

II. J. BULLAY, Superintendent.

SPECIAL NOTICE.

The B. S. ZELANDIA will sail WEDNESDAY, January 27, 18-6, from San Francisco for Honolain and Sydney.

N. B.—This steamer will not take passen cress of freight for any point in New Zealand For freight, passage or general information apply to Williams, Dimond & Co. General Agents, San Francisco, or

Pier foot Canalist, N. R. New-York.

A TLANTIC EXPRESS SERVICE.

ANCHOR AND NATIONAL LINES.
New York to Liverpool via queenstown.

AMERICA sails Wednesday, April 14, 2 p. m.
CITY OF ROME sails Wednesday, April 28, 1 p. m.
CITY OF ROME sails Wednesday, May 26, 11:50 a. m.
And regulary every alternate We has day thereafter.

Saidom passare, 460 to 8 60, according to location.
Lacurston tickets available by other steamer.

For p issage or further particulars apply to
HENDERSON (ROTHERS, 7 fewling Green, N.Y.

GENERAL TRANSATIANTIC COMPANY

Between New York and Havre.
Company's Cier inew: No. 22 North River foot of Morton-at.
St. LABENT, de Jonaselia. Wednesslay Jan. 6, 6 a. m.
AMERIQUE, Santel. Wednesslay, Jan. 6, 6 a. m.
CANADA, de Kersanics. Wednesslay, Jan. 29, 5 a. m.
Cablin by Olinde Rodrignes and 88, 81mon, 850.
Checks payable as slight, in amounts to suit, on the Banque
Trans. its Bigue of Patria.
LIQUES DE RESHIAN, Agent, No. 6 Rowling Green.
BEANCH OFFICE, 1,120 BROADWAY.

GUION LINE.

UNITED STATES MAIL STRAMERS
FOR QUEENSTOWN AND LIVERPOOL.
Leave Pier 3S N. R. Foot of Konest.
ARIZONA Tuesday, Jan. 2, 930 a. m.
NEVADA Tuesday, Jan. 12, 930 a. m.
NEVADA Tuesday, Jan. 10, 10 a. m.
NEVADA Tuesday, Jan. 10, 10 a. m.
Cabin passage laccording to staterboon \$60, \$50 an a\$100.
Intermediate, \$65, Steerage at law rates.
A. M. UNDERHILL, Gent, Agent, 29 Broadway, N. Y.

THE U. S. AND BRAZIL MAIL SS. CO.

American passenser line for St. Thomas, Barbados,
Para, Maranbam, Pernambuco, Maesio, Bahis, Rio de Janeiro, connecting for Montevideo and intermediate ports.

ADVANCE, Wed., Jan. 18, 1

FINANCE, Wed., Feb. 10, Roberts Stores, Brooklyn.

From Newport Nows., Va., third day after at 7 p. m.

PAUL F. GERHAED & CO., General Agents, 84 Broad-at-

Licombeats and Railroads.

ALL FARES REDUCED VIA

STONINGTON LINK. INSIDE ROUTE.
To Providence, \$2.25, to Boston, \$3, frat class. Steamers leave from new pier id., sort liver no block above Canalists, \$4, and \$4, and

DOSTON, NEWPORT, NORTH AND EAST MAD BALL RIVER LIN' — Best route via Sound. Maximum secommodations, minimum rates. From Pier 24, N. R. foot of Murray at., every day (Sundays exceeded, at 4.3 P. M. Steamers Bristol and Providence. Connection from Brooklyn and Jersey City by Annex boat at 4 P. M.

OLD POINT COMFORT, NORFOLK AND THE SOUTH

Daily, except Sundays, via Pennsylvania Railroad, 4:0

FOR NEW-HAVEN—Steamers leave Peck Slip at 3 p. m. and 11 p. m. (Sandaya excepted.) 11 p. m. atsamer arrives in time for early trains North and East Excursion to New-Haven and return, \$1 50.

NORWICH LINE.
Reduction of fares to all points: Roston, \$3k Worcester, \$2.50. Steamers leave Pier 40. North River, foot of Watt-at, next pier above Deabrosses Street Forry, at 4:30 p. m. daily, except Sundar

POPULAR SHORE LINE for BOSTON and the EAST.—All rad from Grand Central Depot. Three express trains daily (Sundays excepted) to Beston—at 8 a.m. 2 p.m. parior cars attached) and 11 pm (with palace sleeping cars). Sundays at 11 p.m. (with palace sleeping cars).

WICKFORD ROUTE TO NEWPORT, R. I.
Leave Grand Central Depot as follows:
At 8 a. m., arriving in Newport at 2:25 p. m.
At 2 p. m., arriving in Newport at 2:50 p. m.
Orawing-room care attached to both trains.
THEODORE WARREN, Sup'A

EHIGH VALLEY RAILROAD.—Passenger trains leave depot foot of Cortland; and Desbrosses sta., at 8 a.m., 1, 240, and 7 p. m. for Easton, Bethlehem, Allentown. Reading, Mauch Chunk, Glen Summit, Wilkesbarre, Towanda, Waverly, Ithaca, Geneva, Lyons, Buffalo and the West. Pullmen through conclese run daily. Local trains at 7 a.m. and 340 p. m. for Easton, Bethlehem and Coplay, Trains leaving at 8 a.m., and 340 p. m. connect for all points in Mahonov and Hauleton ceal regions. Sunday trains leaves for Manach Chunk and Hauleton, 8 a.m.

Emerced Restern Office, No. 233 Broodway, N. A.

THE BAY LINE

p.m. Cars through to steamer's wharf.

CUNARD LINE.

NORTHERN RAILROAD OF NEW-JERSEY
Trains leave from Chambers-st. Depot for Englewood.
Closter. Piet mont and Nyack 7, 8-50, 10 a. m., 1, 37-30, 4, 4-50,
640, 640, 8-30 p. m., 12 midtaight. Sundays 7, 0 a. m. and
7.16 p. m.
Nanuet. Spring Valley and Monsey 7, 10 a. m., 4-50 p. m. Art Schools-City. MRS. LOUISA B. CULVER
Will receive pupils, beginning Tuesday, October 20, in drawing, oil and water color painting, stall life, nowers and landscape, china painting and descrition.
Stadio, No. 80 Malison-ava
References
Mr. D. Huntington, President Nathonal Actionary of Dasign
Mr. William Hart. N. A.; Mr. James M. Hart, N. A.;
Mr. David Johnson, N. A. Spring Valley and Monsey 7, 10 a.m., 4:50 p. m.

Namet, Spring Valley and Monsey 7, 10 a.m., 4:50 p.m. Sundays 9 a.m.

ERIE RAILWAY, now known as the NEW-VORK, Lake Erie And Western Railroad Arrangements of trains from Chambers. 5. Depot. From 23d.

9 a.m.—Da by exos 25.5 minutes carriers. Depot. From 23d.

9 a.m.—Da by exos 25.5 minutes carriers. Emist Drawing-room Concless to Englands. Burley Stress. Emist Drawing-room Concless. Emist Drawing Concless. Emist Drawing Concless. Emist Drawing Concless. Emist Drawing Concless. Concless. In the Charge and St. Louis Limited Express," a concless. No extra charge for fast time. Arrives Meastville 7 1. a.m.; Cleveland. 10:50 a.m.; Chemmati, 6:12 p.m.; Chicago, 0:400 p.m., and St. Louis, 7:30 the second meeming.

7 p. m.—Daily. Buffalo and Ningara Falls Limited" arrives Pp. m.—Daily. Chicago Express for the West. A Solid Train of Pullman Day and Steeping Concless to Binghamton, Elemra Buffalo. Ningara Falls. Cincinnata and Chicago. Butherlord and Passace 4:45 6:45 7:20 7:50 9:30 10:20 a.m., 12 noon. 1:45 3:0 3:0 3:0 4:40 5:10 5:30 6:10 6:30 7:30 8:30 10:20 a.m., 1:45, 6:30 7:45 8:1 n.0 p.m., 12 midnight.

Paterson 4:15 5:45 7:20 7:50 9:30 10:20 a.m., 1:45 6:30 7:45 8:0 4:0 5:20 6:20 5:20 6:20 9:30 10:20 a.m., 1:46 6:30 7:45 8:0 4:0 5:40 7:50 9:30 10:20 a.m., 1:45 6:30 7:45 8:30 10:20 a.m., 1:45 6:30 7:45 8:30 10:20 a.m., 1:45 6:30 10: Warwick 4:45 7:50 10; a. m., 4: p. m. Sundays 5:45 a. m. Newburg and Cornwall 7:50 9 a. m., 3:30 4:30 5 p. m. Sunday 8:30 a. m., b. o. Rondout and Kingston and Montgomery 9 a. m., 3:30 p. m. Sunday 8:30 a. m. serianton 19 a. m., sundays 8:30 a. m. serianton 19 a. m., sundays 8:30 a. m. serianton 19 a. m., sundays 8:30 p. m. Sunday 5:45 8:30 10:20 a. m., 3:30 3:50 4:30 7:50 8 8:30 p. m. Sunday 5:45 8:30 10:20 a. m., 6:30 7:50 8 p. m. Middledtown 4:45 5:45 7:50 9 10:20 a. m., 6:30 7:8 p. m. Middledtown 4:45 5:45 7:50 9 10:20 a. m., 6:30 7:8 p. m. The 9 a. m. and 5:30 p. m. Sunday 5:45 8:30 10:20 a. m., 6:30 7:8 p. m. The 9 a. m. and 5:30 p. m. Sunday 5:45 8:30 p. m. sunday 6:45 8:30 p. m. sunday 8:30 p. m.

Steamboats and Railroads.

PENNSYLVANIA RAILROAD.

AND UNITED STATES MAIL ROUTE.

Trains leave New York, via Desbrosses and Courtlandt Street
Ferries, as follows:
Harrisburg Pittsburg and the West, with Pullman Palace
cars attached, 9 a. m., 6, 7 and 8 p. m., daily. New York and
Chicavo Limited of Parlor, Dining, Smoking and Sleeping
Cars at 9 a. m. every day.

cars attached, 9 a. m., 4, 7 and 8 p. m. daily. New-York and Chicaro Liunted of Parlor, Dining, Emoking and Sleeping Cars at 9 a. m. every day.
Williamsport, Lock Haven, 9 a. m., 8 p. m.; Corry and Eria at 8 p. m., connecting at Corry for Titusville, Petroleum Centre and the Oil Regions.
Baittmore, Washington and the South, Limited Washington Express of Puliman Palace Cars, daily except Sunday, 10 a. m., arrive Washington 4:90 p. m. and 8:40 p. m.; arrive Washington 4:90 p. m. and 8:40 p. m.; arrive Washington 4:90 p. m. and 8:40 p. m.; arrive Washington 4:90 p. m. and 8:50 a. m., 1, 4 and 9 p. m. and 12 night.
For Atlantic City, except Sunday, 1 p. m.
For Cape May, except Sunday, 1 p. m.
For Cape May, except Sunday, 1 p. m.
Long Branch, Bay Head Junction and intermediate stations via Rahawy and Amboy, 9 a. m., 12 noon, 8:40, 5 p. m.
On Sunday, 9:45 a. m. and 5 p. m. (do not stop at Asbury Park).
For Oid Point and Norfolk, via New-York, Philadelphia and Norfolk Halfroad, 8:90 a. m. week days and 8 p. m. every day; via Baitimore and Bay Line, 4:00 p. m. week days.
Benas of Brookyn Americ Connect with all through trains at Jersey City, affording a speedy and direct transfer for Brookyn travel.
Frams Arrive: From Pittsburg, 7:30, 8:40, 11:30 a. m., 6:55 and 9:55 p. m. daily, From Washington and Baitimore, 6:20, 6:20 a. m., 1:20, 8:20, 9:20 and 10:35 p. m. Sunday, 6:20, 6:30 a. m., 1:20, 8:20, 9:30, 3:30, 6:20, 6:50, 7:20, 8:30, 10:40, 11:30 a. m., 1:20, 2. 20, 20 and 10:35 p. m. From Pitlas delphia, 3:50, 6:20, 6:55, 9:20, 19:35, 10:45, p. m.
FOR PHILADELPHIA.

Express Unins leave New York, via Desbrosses and Court.

FOR PHILADELPHIA.

FOR PHILADELPHIA.

Express trains leave New York, via Desbrosses and Court. land: Street Ferries, as follows.

Express trains leave New York, via Desbrosses and Court. land: Street Ferries, as follows.

Express trains leave New York, via Desbrosses and Court. land: Street Ferries, as follows.

Limited, and 11 a. m. 12 m. 12 m. 12 m. 14 m. 1

Ocheral Manager. General Passenger Agent.

PHILADELPHIA AND READING R. R.

NEW JERSEY CENTRAL DIVISION.

FOOT OF LIBERTYS R. NOS ACH RIVER.

FOOT OF LIBERTYS R. NOS ACH RIVER.

FOR PHILADELPHIA and THENTON. "Bound Brook.
Routo "at 4.00. 7 45. 0,30. 1 1:15 a. m., 1:30. 4:30. 4:30. 5:00.

7.30. 1 20:00 n. m. SUN DAYS 4:00. 8:15 a. m., 5:00. 12.00.9p. m.

Direct connection at Wayns Junction for Germantows and
Chostraut Hill 1:1 Columbia-ave. for Manayank. Conshobooken and Norristown.

DEAWING ROOM CARS on all Day Trains and SLEEPING.

BEAUTING LORD TRAINS.

COLUMN CARS. 11:100 a. m., 1:15. 3:35. 5:40. 6:45. 12:00

p. 10. 8UNDAY. 8:30 a. m., 5:50. 12:00 p. m., Third and
Beckes at 6:10. 7:10. 8:70. 0:50. 1:30 a. m., 1:10. 3:30.

Sci. 6:00 p. m. SUNDAY, 8:15 a. m., 4:30 p. m.

POPLO & HAVEN. BEALE AND MILLION DEAM. Trans. Il-Bidgie of 1978.

BRANCH OFFICE, 130 BROADWAY.

WHITE STAR LINE.

WHITE STAR LINE.

ENTED STATES AND ROYAL MAIL STEAM.

BRITTANIC Cast. Ferry. Thursday Jan. 7, 58 m.

BRITTANIC Cast. Ferry. Thursday Jan. 2, 58 m.

GERMANIC Capt. Kennedy. Thursday Jan. 2, 58 m.

BRITTANIC Cast. Fring. Thursday Jan. 2, 58 m.

From the Write star foods, 100.

From the Write star food

NEW JERSEY SOUTHERN DIVISION. NFW-JERSEY SOUTHERN DIVISION.
From Pier No. 8, North River, via sancy Hook.
For HighLands, Seabrighth, Long Branch
Lakewood Troms River, and Barnedat 4,00 p. m.
Tickets can be precured at foot of Liberty-st. Pier No. 8,
North adver 121, 207, 201, 287, 242, 944, 1140 and 123,
Froadway, 609, 737 and 740 6thewe. I Rivington-st. 10, 12,
16 and 1143, Greenwich-st. 340, 77, East 12, 208, 201,
18 and 1143, Greenwich-st. 340, 77, East 12, 208, 201,
18 and 1143, Greenwich-st. 140, 17, East 12, 208, 201,
18 and 1143, Greenwich-st. 140, 17, East 12, 208, 201,
18 and 1143, Greenwich-st. 140, 17, East 12, 202, 201,
19 and 1143, Greenwich-st. 107 Broadway, 838, 839, Fubton-st. 210, 749 Manhattan ave. In Robokes, 224 Washing
const. N. Y. Fisheley openey will cell for and check bagtace from hottes of residence to destination.

J. F. WOO Transcore.

Gen. Pass, and Licket Agt.
II. P. Ballowin, 6, E. P. Agt., 110 Liberty st., N. Y.

WEST SHURE RAILROAD.

THE BEST CONSTRUCTED AND FINEST EQUIPPED DOUBLE TRACK LINE FOR RUSINESS OR FLEASURE TRAVELS.

THE WEST SHORE ROUTE IS ALONG THE WEST SHORE OF THE WORLD-FAMED HUDSON RIVER, AROUND FOOFHILLS OF CATSKILL MOUNTAINS, AND THROUGH REAUTIFUL VALLEY OF THE MOBAWK.

On and after Dec. 15th, 1885, trains will leave West 42d-st.

All trains leave from the contraction. WEST SHORE RAILROAD. ation as follows:
All trains leave from new down-town station, foot of Jay-st.,
orth River. 20 minutes earlier than from foot of West

station as follows:
All trains leave from new down-fown station, foot of Jay 82.
North River. 20 minutes earlier than from foot of West Addist.
Detroit and Chicago, \*9:30 a. m., \*0:00, \*8:10 p. m. Sleepers through.
St. Louis \*6:00. \*8:10 p. m. Sleepers and partor cars.
Builaio, 10:00. \*8:10 p. m. Sleepers and partor cars.
Ulream and Syracuso, \*9: 0. 11:20 a. m., \*6:00. \*8:10 p. m.
History and Builaio, 10:00. \*8:10 p. m.
History and Builaio, 10:00. \*8:10 p. m.
History and Builaio, 10:00. \*8:10 p. m.
Sawburg, Kingston, Saugerties and Albany, \*: 0, 11:20 a. m., \*6:00. \*8:10 p. m.
Sawburg, Kingston, Saugerties and Albany, \*: 0, 11:20 a. m., \*6:00. \*8:10 p. m.
Hamilton kindon, \*20 a. m., \*6:00 p. m.
Hamilton London, \*20 a. m., \*6:00 p. m.
\*Daily \*10:00. \*8:10 p. m.
\*Daily \*10:00.

NEW-YORK CENTRAL AND HUDSON RIVER BAILROAD.—Commencing Nov. 29, 1832, through trains will leave draind central Depot: 18 a. m., Rochester and Montreal Express: through drawing room ears to Rochester, St. Albans and Montreal. 4550 a. m., Fast Limited Chicago Express with dining cars, stopping at Albany, Utica, Syraciuse Rochester, Buffelo, Niagara Falls, Eric, Cleveland and Toledo, artiving at Chicago 150 a. m. and day.

10:30 a. m., Chicago Express, drawing-room cars to Canandalgua, Rochester, Nagara Falls and Buffalo.

411 a. m., Western New-York and Northern Express, with drawing-room cars. COOK'S TOURIST TICKET OFFICE,
201 BROADWAY, CORNER WARRENST, N.Y.
Single lourney and excursion tickets to FLORIDA, NEWORLEANS, HAVANA, BERMUDA, MEXICO, and all Winier reserts.

5 PECIAL EXCURSION to MEXICO, MAVANA, and FLORIDA leaves January 8.

See COOK'S EXCURSIONIST, with maps, published monthly 1 by mall for 10 cents.

Address THOS. COOK & SON, 261 Broadway, N. Y.

dalyna, Rochester, Nagara Falla and Buffalo.

11 la. m., Western New-York and Northern Express, with
drawing-toom carra.

Billo p. m., Albany, Toy and Uties Express, through
drawing foundary only.

12 p. m., Edward and Glens
Falls on Saccommodation to Albany and Troy.

13 p. m. Chicago and St. Louis Express, with sleeping-cars
for Nagara Eslis, Buffalo, Cincinnati, Tolesio, Detroit, Chicargain St. Louis.

13 p. m., Express with sleeping cars to Syracuse and to
utburn rad, and to Saratoga; also to Montreal.

14 p. m., Faptess with sleeping cars for Rochester, Buffalo, Niagara Falls, Cievchand, Toledo St. Louis, Detroit and thicago, also to Watertown and Ordensburg daily
expertSaturday.

11 p. m., Night Express, with sleeping-care to Albany
and Tray. Connects with the morning trains for the West and
for the North except saturday nights.

Tickets on sale at Grand Central Depot, No. 5 Bowling
Green, 413 Broadway, Harlem Depot, 12-th-st. and 4th-ave,
and at Westcott's Express Offices, 8 Fark-place, near Broadways, 785 and 942 Bloodway, and 62 West 125th-st. and 4th-ave,
and at Westcott's Express Offices, 8 Fark-place, near Broadways, 785 and 942 Bloodway, and 62 West 125th-st., NewYork, 333 Washington and 730 Fullon-sts., Brookiyn, and 73

4 th-st., Williamsburg.

Accommodations in drawing-room and alceping cars can be
procured at any of the ticket offices in New-York City, and
283 Washington and the clocked from residence.

\*Those trains run daily. Alt others daily except Sunday.

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JACKSONVILLE, Fla,—Straight and excursion, all routes, at greatly reduced rates. Write for rates and other information; also all points West, Northwest the Southwest; berthe reserved two weeks in advance LANSING'S Railway Ticket office, 337 Broadway.

Etcamteate and Bailroads.

FLORIDA, JACKSONVILLE and all points south and West at low that a companier rates; rail of south and West at low that a companier rates; rail of south and west at low that Cicket Office. 317 Broad were

South and West at iers that companies rates; steamer, WELB'S Cut Rate Ticket Office, 207 Bu fear Duano. Barrago discked; sleepers reserved.

Midnight train for New Rockelle and all intermediate sta-tions at 12:10 a. in. Jaily, except Mondays. Sunday trains for New Rockelle and all intermediate sta-tions at 12:10 a non-mid 0:30 p. in., the latter train connecting those at 12:00 neon mid 0:30 p. in., the latter train connecting at New Rockelle with way trains to Grand Centr. I depot and Stamford

THE NEW LINE

BETWEEN

NEW-YORK, PHILADELPHIA. AND NORFOLK, OLDPOINT COMPORT AND THE SOUTH.

5 HOURS FASTER THAN ANY OTHER ROUTE.
On and after December 7, 1881, the New-York, Philadelphia.
Norfolk Railroad Company will runs Fast Day and Night
Express between New-York and Caps Charles. I rains leave
New-York, via Pennsylvania Railroad, Sa. m. week days, and
8 p. m. daily, arriving Old Point Comfort, 6 p. m. week days,
and 7.30s. m. daily, Norfolk 7.05 c. m. and 8.15 s. m. Sleeping Cars through from New-York to Cape Charles and Parior
Cut from Palindelphia without change. Tickets, parior-car
sents, and sleeping ber his can be secared at any Ticket Office
of the Pennsylvania Fallroad Company.

H. B. COCKE, Gen'l Pass, and Freight Agent.
H. W. DUNNE, Superintondent.

Plats and Rooms Co Let.

#### HAWTHORNE,

ELEGANT APARTMENTS TO BENT.

TO LET-APARTMENTS IN THE ABSOLUTELY FIREPROOF CENTRAL PARK BUILDINGS. CORNER 55TH AND 59TH STS. AND 7TH-AVE,
FACING CENTRAL PARK.
FACING SENTRAL PARK.
Apply to LESPINASSE & FRIEDMAN,
Apply to LESPINASSE & FRIEDMAN,
181 Brondway, or C. Clitton, Superintendent, at building.

#### Board and Rooms.

A MERICAN private family will rent large, square, handsomely furnished, third floor, sunny front room, with board; all conveniences; references. III East 30th-st.

DESIRABLE square room; table excellent; references required. 44 East 21st.st.

34 EAST 20TH-ST.—A suite of rooms with private bath-room; breakfast if desired; rooms for gentlement en suite or singly.

138 MADISON-AVE.—Handsome second floor, with private bath and attendance; private table only; references.

HANDSOME furnished rooms, en suite on single; accessible to L and Broadway cars; terms moderate. The West 43d-st. 5TH-AVE., 309.—Rooms on fourth floor; for gentlemen; with board; terms reasonable. 38 WEST 26TH-ST. — Handsome, warm second-story rooms; superior board; fine accommodation a for gentlemen or families, table boardors accommodated.

39TH-ST., 55 WEST.—Desirable rooms en 225 WEST 14TH-ST.—Large handsomely furnished room on second floor, house and table first-class; references exchanged.

152 WEST 34TH-ST.-A New-England lady desires a few select boarders. References."

fjotels.

#### THE NEW-YORK HOTEL,

NEW-YORK CITY.
Completely renovated and re-plumbed. CONDUCTED ON BOTH THE EUROPEAN AND AMERICAN PLANS.

One hundred rooms recently added making the present capacity of the hotel 400 rooms. Price of rooms with board from \$5; without board \$1 per day and upward.

SPECIAL RATES TO PELMANENT GUESTS.

H. CRANSTON. THE SHERWOOD,

## 5th Avenue, cor. 44th Street.

Elegantic furnished rooms on suite; all the comforts of home. Sanitary arrangements perfect.

R. C. JENKINS, Manager. Winter Resorts

AIKEN, S. C.

The popular WINTER RESORT on the summit of the Pincy, Sand Hill region of South Carolina. The DRIEST CLIMATE east of the Rocky Mour talus. HIGHLAND PARK HOTEL,

Open November to June. Send for illustrated pamphles Address B. P. CHATFIELD, Proprietor, AMERICAN HOUSE.

HAMILTON, BERMUDA. RICHARD S. CLARK, Proprietor.

A small, qu'et, well-appointed hotel; new management American table and housekeeping: mostrate rates. Refer-ence in New-York to Mr. Henry Belden, at the National Park Bank.

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### GLEN SUMMIT HOTEL,

GLEN SUMMIT, LUCERNE COUNTY, PENN. This popular mountain winter refort, 2,000 feet elevation complete in all its appointments, is open for guests. For circulars and particulars address J. W. ALMT.

### Legal Notice.

PURSUANT to an Order of the Chancery Invision of the High Coart of Justice, in re, Maria Cultis, deceased, and in an action Pascoce v. Callis, 1886. C. No. 929, the persons CLAIMING to be NEXT of KIM. according to the Statutes for distribution of investace's Estat's, of MARIA CULLIS late of No. 91 Warwick, Street, Leanington, in the County of Warwick, Spinster, who died on the 21st September, 1884, living at the time of her death or to be the legal personal represent tative so such of the sale next of Kin as are now dead are by their solicitors on or before the first day of March, 1888, to come in and prove their claims at the Chambers of Mr. Justice Kay at the Royal Courts of Justice, Strand, Loadon, or in default thereof they will be percuptorily excluded from the benefit of the said order. The said Maria Cullis was the dangher and only surviving child of John Cullis, of Leanmenton aforesaid, and order, The said Maria Cullis was the dangher and only surviving child of John Cullis, of Cohnewilk, who were married on the 17th May, 1-313, and the sand almerine Cullis formerly Alec Otherwise A'Lee, who were married to the County of Conwall, Male and of Catherine his the formerly Catherine Meager, of the parish of Dosconnol in the County of Conwall, who were untried on the 17th May, 1-33, and the sand almerine Cullis formerly Catherine Meager, of the parish of Luxulian is the formerly Catherine Meager, of the parish of Luxulian is the formerly Catherine Meager, of the parish of Luxulian is the formerly Catherine Seat Chambers, is upperlicted for hearing and adjud catine upon the claims. Dated this 15th day december, 1885. Will LIAM BINNS SMIFH, Chief Clerk, COODE, KINGDON & COTTON, 31 Bedorel low, Londer,

### tjelp Wanted.

WANTED.—A thoroughly competent man to the echange of the advertising department of a weekly periodical of a well-known publishing house: must bring the lest references as to integrity, experience and business ability. Address P. O. Box 250, New York City. WANTED.—A competent man to take charge of an important Subscription Book Department is well known publishing house; must have the m at safe factory references as to integrity, experience and business appacity. Address A. B., Tribune Office.

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